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American schooner *Pendleton's Satisfaction*, for Tampa, September 2, with 10 crew and no passengers; fumigated.

Norwegian steamship *Gwent*, for a port in the United States via Port Antonio, Jamaica, September 2, with 17 crew and no passengers.

Norwegian steamship *Liv*, for a port in the United States via Daiquiri, Cuba, September 2, with 22 crew and no passengers; fumigated.

British steamship *Logician*, for New Orleans via Mexican ports September 2, with 41 crew and no passengers.

The cases of fever reported as having been removed from the steamship *Lindesfarne* promptly recovered, and with the one exception, diagnosed as yellow fever, all ran courses typical of malarial fever. Five of these cases were paid off and left in the hospital here. This vessel during her stay of thirty-five days in this port was twice fumigated in her living quarters by the Isthmian quarantine service, and again fumigated throughout just prior to sailing.

The steamship *Liv* was nearly thirty days in port before a case of sickness appeared among the crew, when 4 cases of fever occurred, which were removed to the hospital and diagnosed as malarial fever.

Five cases of typical tertian malarial fever occurred among the crew of the *Pendleton's Satisfaction*, all of whom were negroes.

An unusually heavy swell in the harbor during the past fortnight has interfered somewhat with the fumigation of vessels, and in the case of the schooner *Pendleton's Satisfaction* it became necessary to open the compartments after the expiration of one hour and extinguish the fires in the pots.

During the week two new cases of yellow fever were reported in Panama, one of which was fatal. In Colon no cases and no deaths were reported.

Another systematic and thorough fumigation of the entire city of Colon is in progress, and all hotels and lodging houses are to be fumigated regularly once every month. The good effects of the repeated fumigation are decidedly apparent, as the number of mosquitoes in the houses is diminishing.

Pending the engineering operations by which Colon is to be filled in and drained the sanitary department has constructed a number of drains and filled in streets, thereby draining a very considerable area. This work in the middle of the rainy season has been accomplished under great difficulties.

The official records show that 54 deaths have occurred in the municipalities of Colon and Cristobal during the month of August from the following causes: Yellow fever, 5; malarial fever, 17; fever, 3; dysentery, 3; pneumonia, 2; tuberculosis, 2; apoplexy, 1; convulsions, 2; debility, 1; measles, 1; heart disease, 3; enteritis, 1; colic, 2; abdominal aneurism, 1; nephritis, 4; accident, 1; drowned, 1; hernia, 1; burns, 1; tumor, 1; stillbirth, 1.

A thorough fumigation and disinfection of La Boca wharf and settlement has been performed, and all the inhabitants have been examined and kept under strict medical surveillance. No suspicious cases have been found, and no apprehension of a spread is felt. The sanitary authorities believe that they have complete control of the situation.

Report from Bocas del Toro, fruit port—Yellow fever.

Acting Assistant Surgeon Osterhout reports as follows: Week ended September 1, 1905: Present officially estimated population not obtain-

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able; 3 deaths; 1 case of yellow fever; prevailing disease, malarial fever; general sanitary condition of this port and the surrounding country during the week, infected. The case of yellow fever was removed from steamship *Ellis* on August 26, 1905, for observation; was thoroughly screened in the United Fruit Company's hospital. Diagnosis of yellow fever confirmed August 29, 1905.

Bills of health were issued to the following-named vessels:

Date.	Vessel.	Destination.	Number of crew.	Number of passengers from this port.	Number of passengers in transit.	Pieces of baggage.
Aug. 26	Ellis	Mobile	34	0	0	0
30	Hispainia.....	do	21	0	0	0
31	Fort Morgan	do	25	0	0	0
Sept. 1	Colombia	do	20	0	0	0

Yellow fever on steamship Preston.

The Norwegian steamship *Preston*, of the United Fruit Company Line, arrived in this port September 5, 1905, about 7 p. m., from the Mississippi River quarantine station.

The following morning I visited the vessel and found she had some sick members of the crew. Two of the cases were decidedly suspicious as being yellow fever. On the afternoon of the 7th I asked Doctor Jumel to visit the ship with me to complete the diagnosis of 5 men reported sick. All undoubtedly have yellow fever. When we had concluded the examination it was too late to remove the men from the ship, but arrangements were made to take them off the next day and isolate them in the United Fruit Company's hospital. At the same time a simultaneous fumigation of the whole ship was made by me. I remained on board for two hours during the fumigation, so that I might know that it was thoroughly done.

The manager here says that he wishes to hold the ship for ten days. I will visit her morning and evening and at the expiration of five days will fumigate again, and this will again be repeated when another five days have passed, unless there should be further developments which would change the dates to correspond to the period of last infection.

By the next steamer I will forward a complete report regarding this ship.

Report on plague at La Boca, and the measures taken to eradicate the disease.

By Surg. J. C. PERRY.

Plague had become so widely disseminated in the ports to the south having intimate and frequent commercial communications with Panama, that the occurrence of a case of the disease at La Boca was what had been feared for the past six months.

Plague is the most insidious of the quarantinable diseases in its approach, and the possibility of this infection passing in various ways through any port, no matter how stringent the quarantine regulations may be, must be admitted. As long as commercial relations with plague-infected ports are allowed, and commerce demands this intercourse, we must admit the possibility of infection being introduced